

720 feet long and 90 feet wide, and has 36 feet of water at pierside. While built by the Port Authority, it is operated under lease by the Baltimore and Ohio Railroad.

Not all of our Marylanders are employed in the giant industries of the metropolitan area, however. Countless others work in smaller plants and companies stretching from Crisfield on the Eastern Shore to the mountains of Western Maryland. Many of these plants would not be in Maryland were it not for the State's maritime industry. The boat builders on the shore depend on tea imported from the Far East and South America. Workers on the poultry farms must have outlets for their frozen chickens and turkeys abroad. And the packing houses of Dorchester County must depend on Tuna brought by refrigerated ship from the Atlantic and Pacific coasts. In central Maryland, workers in the brush and button factories of Frederick and Washington counties must have bristles brought from India and the Far East and shell and coral imported from the Caribbean. In the mountains further west, the coal miners depend on export trade to move the fruits of their labor abroad. And workers in plants such as the Celanese Corporation of America in Cumberland and the Mack Truck Company in Hagerstown are similarly dependent on export commerce if their company's products are to reach overseas markets.

So it goes across the length and breadth of the State. Countless thousands of Marylanders are dependent for their livelihoods upon a flourishing port and a flourishing merchant marine. I know that the situation in Maryland is matched in many of your home states — perhaps even exceeded. That is why it is so important to both the State and the nation that you gentlemen meeting here today move forward with determination toward solving the problems that beset the industry.

Although Maryland's history has been a maritime history, we were late in recognizing many of the problems that have beset the industry here. It was not until June of 1956 that the General Assembly of this State met in special session to take full recognition of these problems. The Assembly in that year created the Maryland Port Authority, a semi-autonomous public port agency designed to protect, promote and develop the State's single greatest asset — the port of the Chesapeake Bay. Our Authority was created 20 years after the last authority had been established in any other major port of the nation. But while the legislation may have been late, it was not vague. Legislators representing both city and rural areas directed that the Port Authority should be charged with increasing the waterborne commerce of the